

The **METROPOLITAN**

Staff Magazine of the Metropolitan Corporation of Greater Winnipeg
Vol. 1, No. 3

December, 1970

Sound Off

AS Centennial Year itself slips into history, we wish you the Season's compliments and the compliments of the new Century. Just to think of it is to marvel.

We move forward, but we look back, think back, and feel our roots. In this issue, The Metropolitan does that.

For our Centennial hat-doffing, we tie together today with many yesterdays in several features.

There are hours of revelation and, for some, recollection in Hugh Kennedy's map collection. Forerunners of the new Maryland twin bridge will span whole memories as they did the river. And you'll agree Metro Transit has rolled well away from our whimsical look at what was not whimsical at all—when it happened.

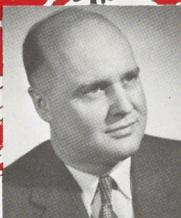
If you're bulging with more Metropolitan-worthy material, nudge someone you know on the Editor's Committee or:

Write to The Metropolitan
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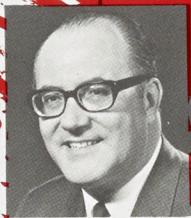
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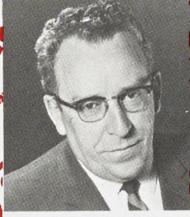
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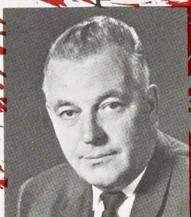
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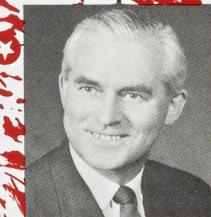
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DOUGLAS STANES

meet your Metropolitan Council
sometimes self styled "the board of directors"
of the Corporation
they wish everyone the merriest Christmas
and the happiest New Year

PUTTING THE MAP ON WINNIPEG

By Hugh Kennedy, Draftsman, Planning Division

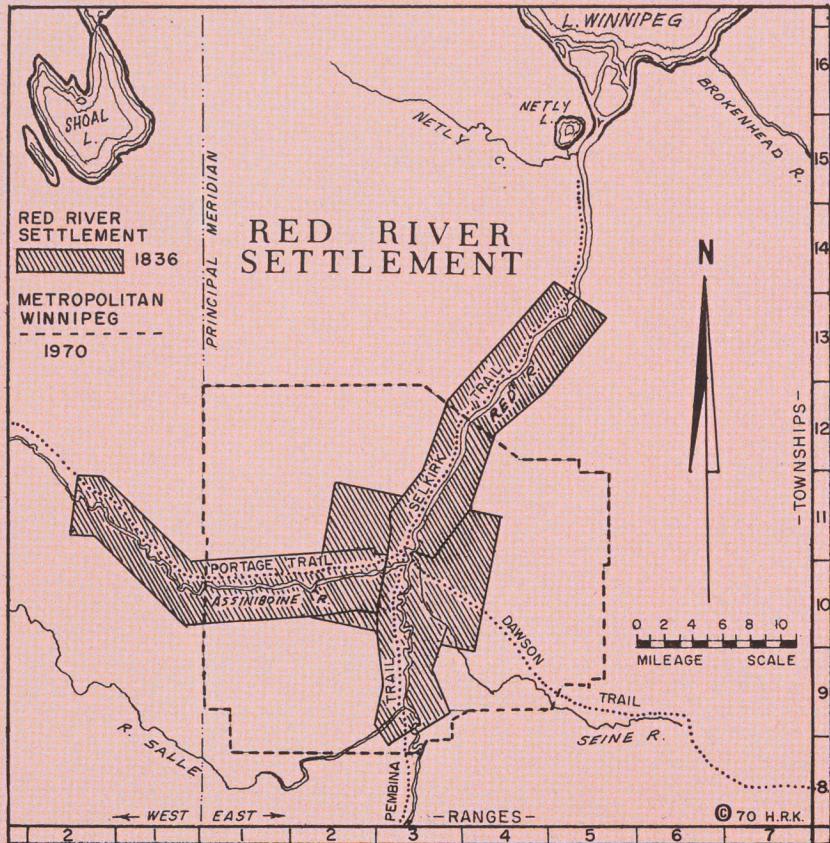
THE Planning Division today produces many types of maps, from ordinary base maps to maps for special purposes. They may show zoning, land-use, street numbering, development patterns, boundaries or other area characteristics.

The majority of base maps in use today, whether produced by the Planning Division or others, have been done since 1945. Before that, there were a limited number of city

maps available, done by the City Survey Office or by private surveyors.

In this article, I have attempted to show a cross-section of the types of maps that were drawn between 1817 and 1970.

The first map shows the relationship of the original Red River Settlement to the present-day Metropolitan area and Additional Zone. The original settlement extended from



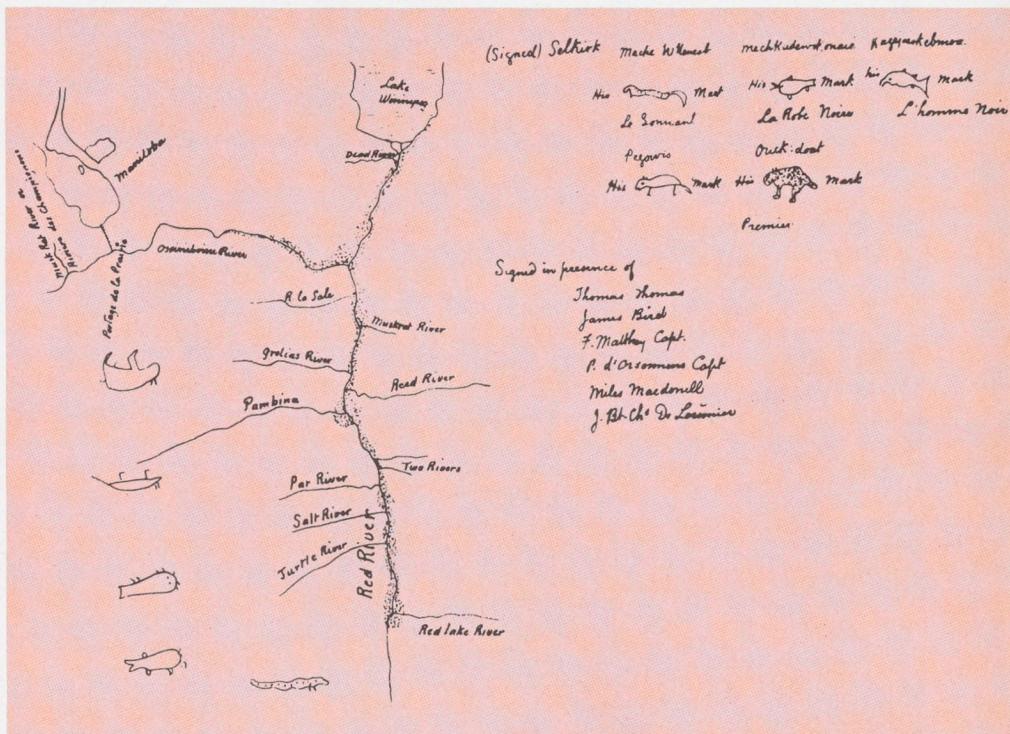
Selkirk to St. Francois Xavier. The four main trails to and from Winnipeg are shown.

In 1817, Lord Selkirk visited the Red River Settlement and at that time a map was drawn to show the lands conveyed by the Indian Chiefs to Lord Selkirk, by treaty, on July 18, 1817. This map was drawn by Peter Fidler, one of the early settlers.

Falls to the east.

In 1836-1838 the first survey of the river-lot system upon which the later Dominion Government surveys were based, (map "C") was done by George Taylor. A map was produced showing all the lots with the numbers running in consecutive order from number 1 at Selkirk to 1528 at St. Francois Xavier. The

MAP "B" — 1817

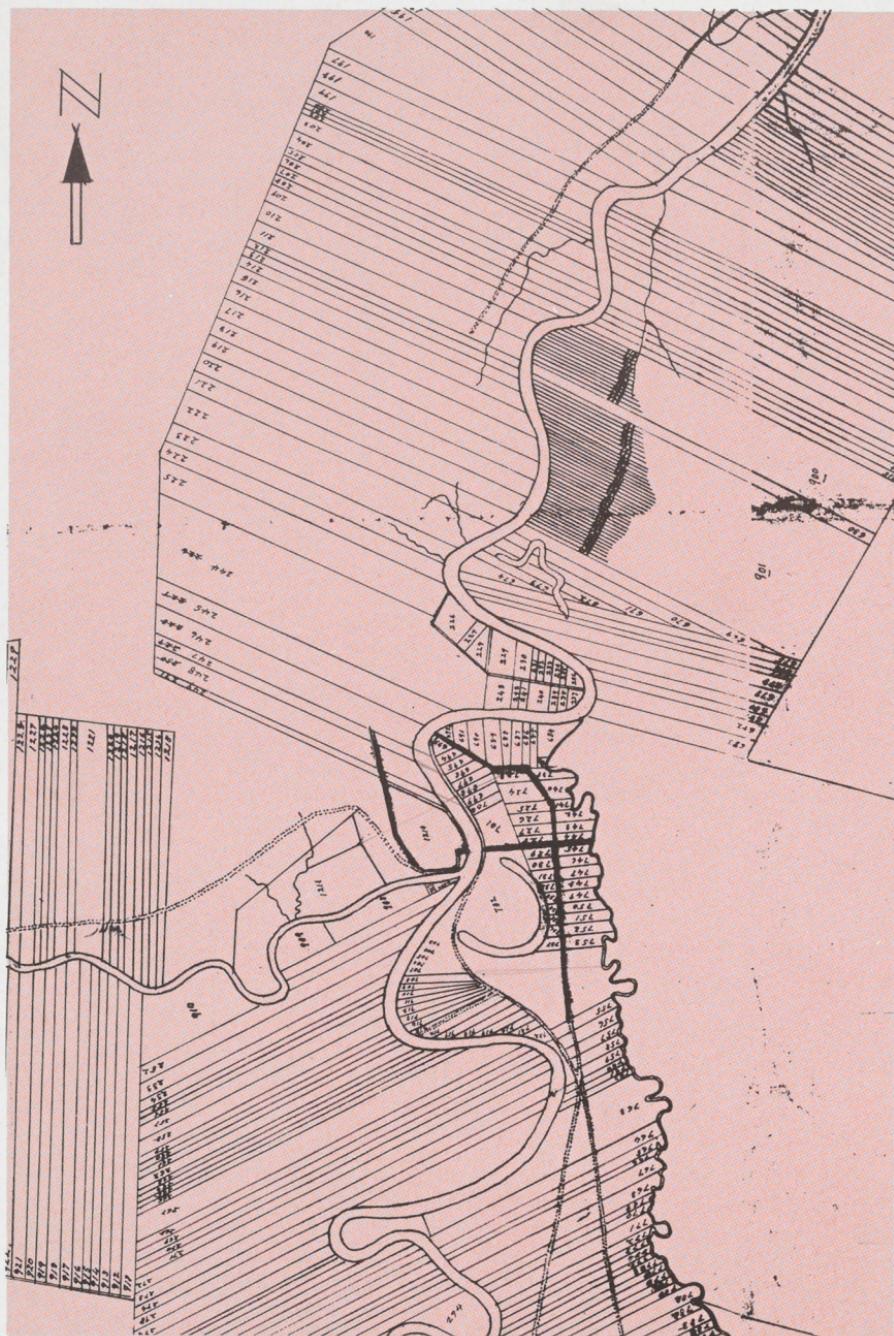


All maps that have been done since that time have been based upon the information that was covered by the treaty lands given to Lord Selkirk.

As can be seen on map "B", the treaty lands extend as far south as Red Lake River which runs between East Grand Forks and Red Lake

Settlement had not been divided into "parishes" as we know them today. In the area surrounding the forks of the Red and Assiniboine Rivers the land was reserved for the Hudson's Bay Company.

The area on the east side of the river was subdivided into smaller



MAP "C" – Red River Colony 1836-8

lots which were owned mainly by French and German settlers.

The original of this map has been lost but the Hudson's Bay Company has a copy of it in their archives in England and the Public Archives in Ottawa has a re-drawn copy in their files.

Map "D" was drawn prior to the incorporation of Winnipeg as a city in 1873 and gives a very good picture of the extent of development outside Fort Garry at the junction of the Red and Assiniboine Rivers. The main estate houses of the Bannatyne and McDermot families as well as many other private residences are shown. The river frontage property was used for the industrial needs of the area such as sawmills and gristmills. The beginning of Portage Avenue is shown although it is called Assiniboine Road.

This area was originally called McDermotsville upon several occasions and the name was seriously considered for the name of the incorporated City in 1873, but for some reason was dropped in favour of Winnipeg. How different things would be if this original name had been selected. Think of the well known "McDermotsville Blue Bombers" or "University of McDermotsville" or, who knows, "The Metropolitan Corporation of Greater McDermotsville!"

Map "E," which is only a small part of the Dominion Government Survey of the River-Lot System along the Red River, was drawn in 1874. The area which is now the central core of Downtown Winnipeg is shown laid out in a grid system with certain lands left for special purposes, such as government and Hudson's Bay reserves. Upper Fort Garry was still in existence at this

time but was demolished in 1882 to facilitate the straight extension southerly of Main Street to the Assiniboine River.

On the east side of the Red River, the area around St. Boniface Basilica and Hospital is shown on map "E", with the beginning of Provencher Boulevard running still further east. Most of the development of the land surrounding this area was in farms, as opposed to concentrated development on the west side of Red River at Portage and Main. River Avenue is shown on the south side of the Assiniboine River and was at that time, the only street laid out by survey south of the River. Wellington Crescent and Pembina Highway were trails off River Avenue.

As with many maps, not all of this one became reality on the ground. On it, Portage Avenue was slated for oblivion, to be replaced by a new street midway between and parallel to Graham and Ellice, and slated to be called Pelly Avenue. But a revision kept Portage Avenue with its oblique alignment from Main Street to what is now Memorial Boulevard.

Map "F" is the first guide map of the City of Winnipeg and was produced in 1894-95 by R. C. McPhillips for Stovel's Pocket Directory and also for use in Waghorn's Railway Guide. The original size of the map was 8½" x 14" folded once and inserted into the Pocket Directory.

The layout of the City is still the same today with the major differences being street-name changes. This map served as the basis of most succeeding maps until 1939 when Bayne and Hyde, surveyors, produced a larger map of the Greater Winnipeg area.



GUIDE MAP
OF THE
CITY OF WINNIPEG

STOVEL'S POCKET DIRECTORY,
PREPARED FOR
By R. C. McPhillips, D. & L. S.

Scale of Miles

1/2

1/4

1/8

1/16

1/32

1/64

1/128

1/256

1/512

1/1024

1/2048

1/4096

1/8192

1/16384

1/32768

1/65536

1/131072

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Some of the interesting items shown on this map are the Louise Bridge being used as the railway crossing over the Red River; Fort Garry Park on the east side of Main Street, South of Broadway; Fort Osborne on the present-day Legislative Grounds and the various street railway routes in the central area of the City.

In 1970 maps are available from many quarters and for many uses. There are a number of private companies that produce maps for specialized purposes and practically every government agency produces maps of one type or another. If you

require a map showing anything from the street layout of Winnipeg to the location of recreation facilities or the types of manufacturing in Manitoba, there is a very good chance that the map you want is available.

May I suggest if you would like to know more about mapping in Manitoba that you read the Historical Atlas of Manitoba prepared by John Warkentin and Richard I. Ruggles for the Manitoba Historical Society.

I would be interested in hearing from anyone who may have any old maps of Winnipeg or Manitoba.

WE WILL REMEMBER

Those who knew him were saddened to hear of the passing of 64 year old John Wilson, a 42 year employee of the Winnipeg Electric Company and Metro. John, at the time of his death, was a staff member of the Metro Claims Department. He was a Canadian Amateur boxing champion in the late 20's and a Captain during the Second World War, serving overseas with the 12th Manitoba Dragoons. John and the descriptive stories he told will be long remembered and sadly missed by his many friends at Metro.

TRANSIT PASSES

The 1970 Transit Employees' Pass will continue to be used thru 1971, and until further notice.

A DATE TO REMEMBER

Plan now to attend the Metro Employees' Ball, Marlborough Hotel — Saturday, February 13, 1971.

WATER BILL TOO HIGH??

Consider this:

You pay 10c per ton for water delivered to your home.

\$320.00 per ton for pop at the store.

\$405.00 per ton for beer.

\$6,720.00 per ton for whisky. !

What else can you buy cheaper! !

* * *

The old-time Waterworks Department man was concerned about coffeebreaks, featherbedding and other production interruptions. "When I was an apprentice, we used to lay the first two lengths of pipe — then the boss would turn the water on and we'd have to stay ahead of it."

* * *

A team is a mutual protection society formed to guarantee that no one person can be held to blame for a botched committee job that one man could have performed satisfactorily.

DECEMBER - 1970

Motorman, Sound Thy GONG!



by a nameless
Street Railway Boss
... of long ago

WINNIPEG ELECTRIC STREET RAILWAY COMPANY

WINNIPEG, Man. April 26 1899

To all Motormen.

Motorman must be more careful in ringing the gong on approaching bicycles going in the same direction.

The gong should be freely used on all occasions when overtaking persons, bicycles, or rigs going in the same direction, also at all street corners or narrow streets.

Superintendent

WINNIPEG ELECTRIC STREET RAILWAY COMPANY

WINNIPEG, Man. May 18th 1899

To all Conductors.

Hereafter you will collect an extra fare from passengers carrying a bicycle, and will only carry bicycles when there is plenty of room on the car. In transferring only issue one transfer for the bicycle and passenger, and in collecting accept one haufber as including the bicycle. Before the passenger boards the car with the wheel notify him that you must collect an extra fare, and in transferring explain to him that the wheel is included in the transfer boarding there is now for it.

POSTSCRIPT—71 years later:
You might search quite some time for more cogent commentary on the changing scene in public transit — or just on the changing scene — than the reflections these two memoranda may bring you.

Today, bicycles are making a comeback and there are people in and out of the transit industry who say the electric coach will be back too.

When these directives to motor-men and conductors were written at the turn of the century, Winnipeg cyclists had their own special paths on some leading streets. Perhaps sooner than we think, rapid-transit coaches may also have their own private right of way — beneath those same streets.

AUTO - METRO - MATION

By Bob Lynch, Analyst,
Computer Systems Department

Glamor needs mystery; hence Computer Systems is as glamorous as any Metro Department. Now, off comes the veil and away goes some mystery. Here's light on Madame Computer and the men who "get to touch."

Jack Willis, Chairman of Council, formally launches first operation of Metro's "own computer," February 12, 1970.



IN 1967, Metro Council decided to set up a data processing department. At first, it was uneconomic for Metro to install its own computer. The alternative was to rent time from a service bureau. That's how Metro entered the Computer Era.

After Harvey Beemer was appointed Computer Systems Manager in December, 1967, he had to figure out which applications to undertake, then acquire a staff with the

necessary expertise. The first application slated to be computerized was to be the payroll system. But another major application loomed at the same time.

The Assessment Division which already had converted much of its assessment roll data to punched cards, had run into a snag. The cards were being processed by the City of Winnipeg's "second generation" computer and the programs were written for that machine and

that machine alone. When the City switched in 1968 to "third generation" equipment it meant re-writing all the Assessment Division material. Metro's new Computer Systems Department took on the job.

So the first two major applications for the new department were the assessment rolls (deadline September 1, 1968) and the payroll system (deadline January 1, 1969). It took concentrated effort both by the departments being served (to computer men these are the "line" departments) and by the computer systems people, but both deadlines were met.

Since Metro didn't have its own computer, how was this accomplished? We decided that the machine for which all programming would be written would be the "System/360" manufactured by International Business Machines (IBM). This was done so that the computers at three different installations could be utilized, all being from the same "family":

- The IBM data centre
- Province of Manitoba computer centre
- City of Winnipeg data centre.

Each of these computers had its own configuration (i.e. type of hardware), but the S/360 is totally compatible from model to model so the differences in hardware were inconsequential. This, plus the availability of computer time at the three computer centres got us over the hurdle. It meant a lot of travel, and the strangest hours ever invented. As applications and utilization grew, it would have become unwieldy and expensive to continue to rent time from other users. The number and scope of tasks being undertaken were becoming too time-consuming. So much time was spent travelling

and operating equipment that the design and implementation facets of the work were beginning to fall behind schedule. In the spring of 1969, Metro arranged to have its own computer ordered for delivery early in 1970.

On February 17, 1970, Metro took delivery of its first computer, installed under a rental contract. The computer, produced by IBM, is a System/360 model 25. The System/360 is a "third generation" type of computer incorporating the latest electronic and manufacturing advances. It offers full capability in application areas such as commercial, scientific, data acquisition and communications. The major design effort for S/360 concentrated on the typical historical needs for the computer user: large high-speed storage; improved communication techniques; and the ability to handle with equal facility scientific and commercial applications.

A great many conversations involving computers have been concerned with the amount of calculations done per micro-second (one-millionth of a second) and the amount of data which can be processed in a given time period. With the advent of third generation computers it has become more apparent that a better measurement of a computer's usefulness would be, "answers per dollar per month."

It is in this context that the S/360 was realized. S/360 was the first commercially available system utilizing micro-miniaturization of components. This technique has four direct results: higher speed and more compactness, greater reliability and decreased cost. Speed and compactness are closely related because small parts allow high circuit densities resulting in shorter distances of signal travel.



At left, Manager Beemer and staffer are pleased with unit's operation. At right, Andrew Duncan, Finance Division Director, marvels at output of printer.

The typical basic component of the second generation computer was the transistor. Transistors are aluminum-covered square-shaped multi-pronged plugs approximately the size of a small pea. Now let us compare these to the basic components of S/360. These are miniaturized to the point that 50,000 of them will fit inside a thimble!

These advancements have allowed computer manufacturers to base their designs strictly on cost performance.

Basically a computer is made up of two major components: a processor of some sort to carry out any calculations and/or data acquisition; and input/output (I/O) devices on which to receive and/or store information.

The five components of Metro's computer are enumerated below with a brief description of their purposes and capabilities.

1. Central Processing Unit (CPU)

This is the heart of the system. Any processing of data is done through the CPU. Our CPU has a capacity to hold over 49,000 characters of information at one time. Data is not stored in the CPU permanently but is there only during the time it is being processed. To give some indication of calculation rates the CPU can perform approximately 10,000 7 digit by 5 digit multiplications in one minute.

2. Disc Drives (2)

Picture a series of long-playing records about 1 inch apart stacked on a post. This is what a disc pack looks like. These packs are loaded, one on each disc drive. One of our disc drives has stored on it a disc pack which contains our particular operating system. This allows the computer to actually supervise itself with little or no intervention for routine tasks. The other disc is used

to store transient data files. Each disc pack is capable of holding 7.25 million characters of information. These may be passed to or from the CPU at a rate of 156,000 characters per second.

3. Tape Drives (4)

These are similar in operation to the standard tape recorder one sees in a hi-fi system. A single reel of tape (2,400 ft. long) can hold up to 29 million characters of information. This may be passed to and from the CPU at a rate of 15,000 characters per second. Tapes are used for storage of master file data necessary for operating a given application.

4. Card Read-Punch (1)

This is our major input device. To get anything onto the faster devices, tapes and discs, the most used vehicle is the punched card. The card-read segment of this device will read up to 1000 80-column cards per minute.

The punch segment is sometimes used to produce output in the form of punched cards which may at some later time be used as input data through the card-read segment.

5. Printer (1)

This produces the major portion of output from a computer system. This device will print up to 600 lines of information per minute from a number of media (tape drives, disc drives and punched cards).

The cost of rental for Metro's computer is approximately \$10,000 per month. The purchase price of the machine would be in the order of \$600,000.

The job of the personnel in the computer systems department is to work out the objectives of applications requested by other Metro departments. This includes the entire scope of the application right from the design and use of any input

media to the distribution of the end result.

The personnel of the computer systems department are divided among three major functions: systems analysis, programming, and operations.

Systems analysis concerns itself with questions such as the feasibility of an application's conversion to a computer system, the way in which it may be best designed to give the user the most useful information, how long it might take to complete and finally how much it is likely to cost.

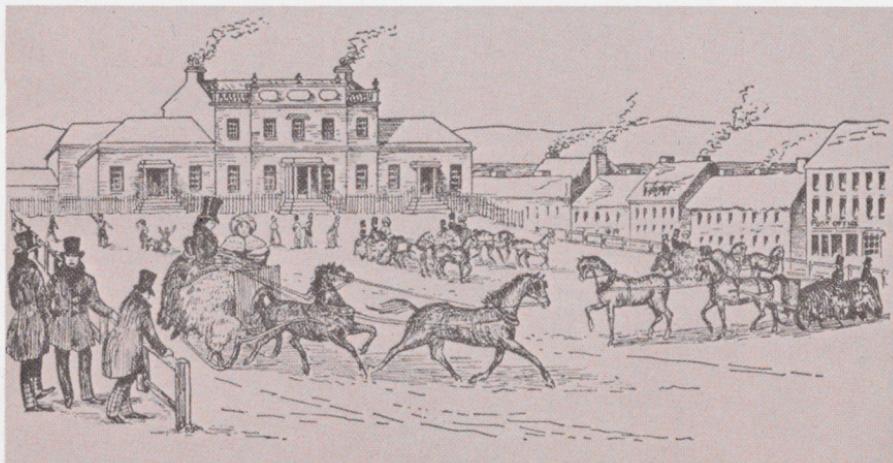
When most of the systems analysis is done, the programming group takes the design and converts it into units, called programs, which are written by the programmer to the computer, instructing it what to do. The programmer is really a translator between human beings and the computer. There must be a language for this communication and

we at Metro, use a language called PL/1 (P-L-One). It is a high level (i.e. easily readable by a human) language developed by IBM. The verbiage is written in English and makes liberal use of mathematical notations.

The operations function is responsible for many things. For example: acquire data input to the machine, process the input on a specified schedule, disperse the output from the machine to those who use it, and maintain the accuracy of any historical data as required.

In the end it must be kept in mind that the computer has no mind of its own and must therefore be told what to do. It is a service vehicle only. So the task of any computer systems department is to provide, on request, any assistance possible to enable any department to better perform its own function.

Remember! Machines should work! People should think!



PIGEON RACING

*By Gordon Rankine,
Administration Branch, Planning Division*

Devotees of the "racing homers" must combine a tenderness of feeling toward their birds with the discipline it takes to cull out the non-performers.

THIS article came about through a discussion between the editor and me on the speed pigeons can fly. I know what a lot of you are saying, those so and so things that dirty the place.

Pigeon racing is an ancient sport practised in Biblical times, but it was not until the late 1800's that it became popular with the "working classes" in Belgium and England. Since the last war the sport has grown to phenomenal proportions with the Dutch, Germans, French, Americans and Japanese getting in on the act and paying vast amounts of money for National Winners. Louis Masserella of Leicester, England, paid \$6,200.00 to Pierre Dordan of France for a pair of National Winners a couple of years ago.

Most fanciers began as kids, themselves raised with a pigeon loft in the back yard. A Winnipeggers' introduction to the sport could well have come at the Belgian Club on a Saturday afternoon, when most members of the Metro Winnipeg Racing Pigeon Combine deliver their birds to the club rooms prior to races. Preparations have been made before the arrival of the birds: baskets set up, tables readied, along with machines for applying the rubber racing bands to the birds' legs.

The clock setters are working on the clocks left in the club from the previous week's race. There is a somewhat involved system of timing which requires a "Printer clock."



This has a hole in the top giving access to one of several cups in which the rubber racing bands are placed. The cups revolve when the key in the top is turned. At the same time the full cup disappears, an empty one slides under the hole ready for the next band. With the same turn of the key the printer strikes a paper tape which also turns and presents a blank ready for the next entry. The rest of the turn will come with the conclusion of the race.

When the clocks are set and the birds banded and basketed, the club's truck is loaded with the baskets for shipment to the race point, if under 300 miles, or to the C.N.R. Depot if over 300 miles. Races are staged over varying distances from 60 to 600 miles. On Sunday everyone is up and ready if it's a short race or waiting into the afternoon for the longer races. This is the day of anxiousness, searching the sky for a sign, or phoning the Race Secretary to find out if the birds have been liberated. Then outside again and finally a speck in the sky (I've clocked in anything from a meadowlark to a DC8). You hope



Upper photo shows typical loft with pigeons just back from training flight, "settling" cage on balcony separated from exercise pen. Below, another exercise pen, with one bird demonstrating.



that this is what you are waiting for; it gets nearer and nearer with increasing speed and then like a bolt from the blue, there is a sweep around the loft and the trap clicks shut.

By the time you get inside he is with his mate in the nestbox. Now as fast and quietly as you can the rubber band is removed and dropped into the clock which is then

struck and the time is recorded. Next job is to let the Secretary know that you have the bird home.

You ask, "how many have you got?"

"Just yours."

Now you wonder, did someone get one and not report it? So you wait and hope in case more birds arrive, and you can get them on the result sheet.

When the race is called, that is to say all prizes are taken (prizes are given on the basis of one to every 4 entries), all clocks are called into the club where they are read against the master timer with which they were set prior to the race. This is done to determine if the clock has gained or lost, so the flying time can be corrected. When all clocks have been read and times taken, the speed of the race is established by the average time of the first two birds home.

This done, the overfly has to be applied to all times. Overfly is the handicap given to each loft, the heaviest handicap being given to the one nearest the liberation point. All these calculations made, the birds are placed. If you worked hard for the past seasons from the time this pigeon hatched, and you have fed it right, and done a thousand and one other things, and you know your bird's capabilities and haven't flown him out of condition, he just might take one of the top places or even first.

The real story of a racing pigeon begins in the late winter when the very serious job of matching the stock birds takes place. This is first done on paper, in view of past performance. The next step is to see just how well your choice will stand up when you match them physically. It is of the utmost importance to have birds paired which are similar in size and type. When you are satisfied with what you have done, the next job is to put the cock birds in their respective nest boxes.

This takes place, for me anyway, around the end of February. A heater is put in the stock loft and the lights are turned on earlier each day and left on later at night till, at the end of a week to ten days the birds have light 12 hours a day. The

application of increasing artificial light is a method which I use to induce the cock bird to become more receptive to his mate and it also induces fertility. This idea was explained to me by an ex-Director of the Corporation, Mr. Elswood Bole, in his capacity as a poultry hatchery operator. With light and heat applied, these pigeons soon come into condition. The soft part above the beak, known as wattles, becomes chalk white and the feathers become soft as velvet.



Standard racing homer—a “youngster,” but one of author’s favorites.

Continued on page 43

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lights and music are yours. Tobogganing. Snowshoeing. Frosty fun, but REAL fun, and still easy on the pocket-book.

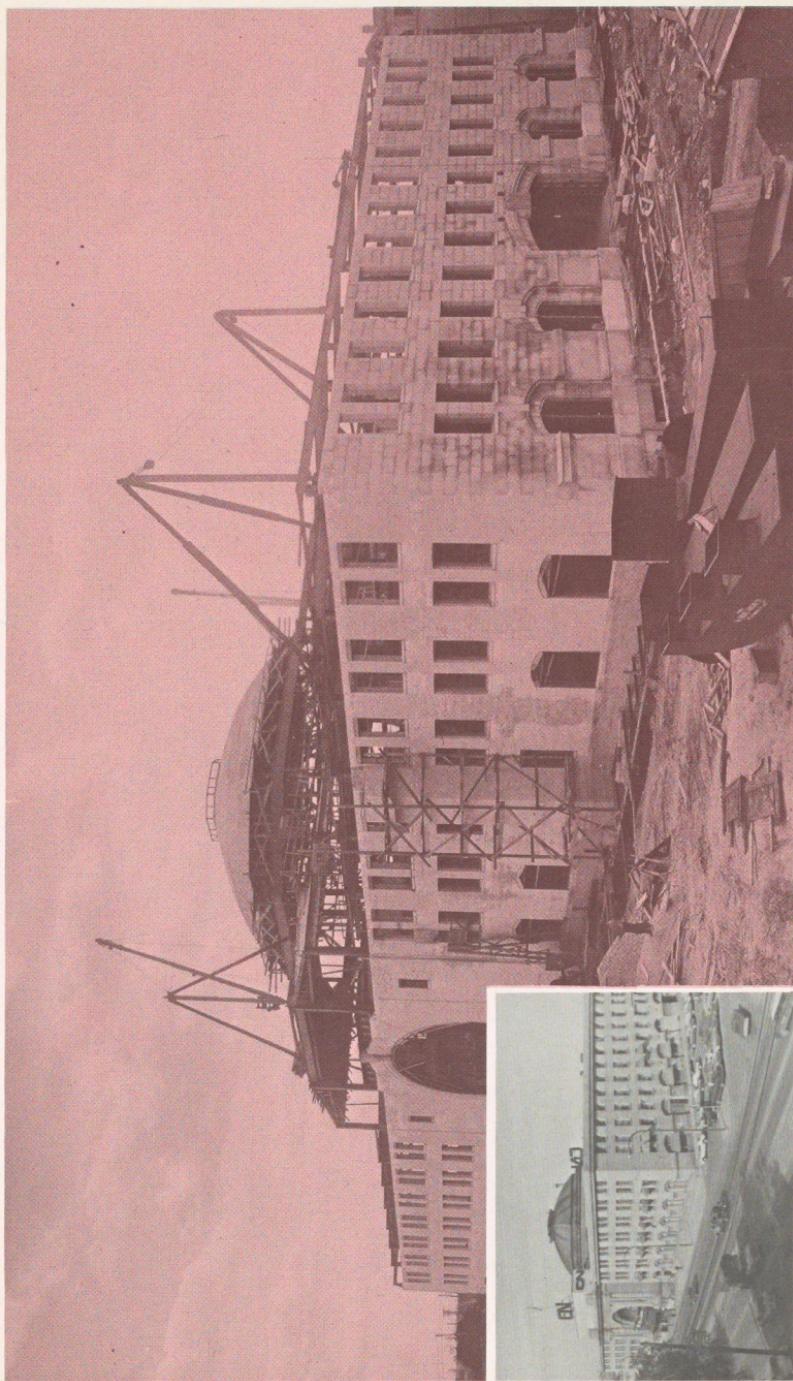
So, if you're looking for something "different" to do that won't cost a small fortune, enjoy an old-fashioned day at the park — soon.



The Children's Grove, Assiniboine Park



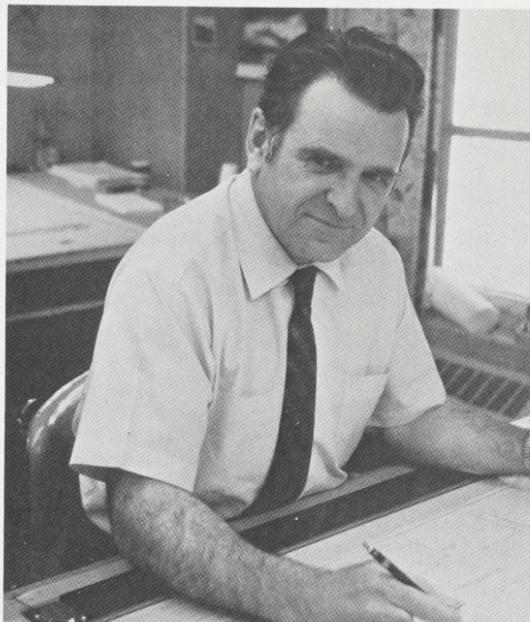
Saturday Snaps in Assiniboine Park



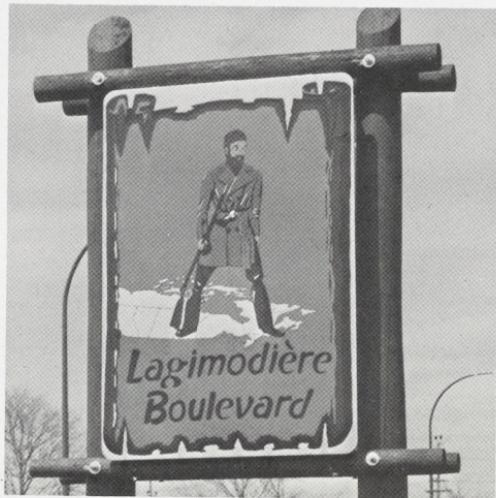
Railway stations are the very symbol of coming and going. But they themselves come—and go. Here's a Metro neighbor, called the Union Station when it was being built in 1911. Sometimes dubbed "the edifice," the CN Station as we know it (inset) will one day go—to make way for Broadway's extension eastward.

DECEMBER — 1970

A Man and...



his Markers



Story by
Dan Coyle

Some technical craftsmen have an artistic flair. Check Rene Roberts. You'll find him in the drafting section, Streets and Traffic Department, at Ten Fort Street. Authentic is his middle name.

HAVE you recently taken a ride down the new Metro Route 20 in St. Boniface? If you haven't, we urge you to do so because you'll see some very unusual route markers. The new markers are officially known as the Lagimodiere Boulevard route markers and they were entirely designed by a former milkman who knows more than most of us about depicting the geometry of freeways.

As a result of a contest sponsored by Metro Council in association with the Manitoba Historical Society to give an official name to Metro's new highway — Lagimodiere Boulevard — the Streets and Traffic Department was asked to develop some designs for a commemorative route marker to honor one of the Red River's most famous sons — Jean-Baptiste Lagimodiere.

When he first came west, Lagimodiere was associated with the fur trade and from the time of the arrival of the Selkirk settlers in 1812, he was their good friend. He proved it by being the one most influential in helping them through their first winter at Red River and by his monumental 1800-mile journey to Montreal three years later to alert Lord Selkirk personally about the settlers' extreme difficulties. About 1817, Lord Selkirk donated to Lagimodiere a tract of land which extended right across the site of the new highway.

The job of research on Lagimodiere and actual sketching was turned over to Rene. This was no mean task. Rene first did some research at the St. Vital Library to see what was available in the his-

tory books on Mr. Lagimodiere. He then made some extensive inquiries at the Manitoba Archives to see if there were any sketches on record of the famous "coureur-des-bois." Unfortunately, none could be found. He then consulted Mrs. Henry Lane of the St. Boniface Historical Society who did provide him with a great deal of information on such things as type of clothing the early pioneers of Red River wore, type of homes in which they lived, modes of transportation and a detailed outline on their way of life. Again, however, no sketches of Lagimodiere himself could be found.

Nevertheless, from the information obtained from various sources, Rene came up with ten trial sketches which were eventually narrowed down to three proposals. The three final sketches were then drawn full-size for discussion by the Corporation's Transportation Committee. The final choice is the one you see below which has now been installed at 11 different locations along the new highway:

The sign is made of aluminum backing with an eight-color Scotch-lite screening process on the face of the sign itself. The sign supports are natural-peeled jackpine logs felled in 1964 at Roblin, Manitoba. This type of sign installation will not require any maintenance for at least ten years, provided, of course, that no motorist decides otherwise.

Born and raised in St. Boniface, Rene received all his schooling at Provencher Collegiate. He's held positions with St. Boniface General

Continued on page 26



A Man and his Markers

Continued from page 25

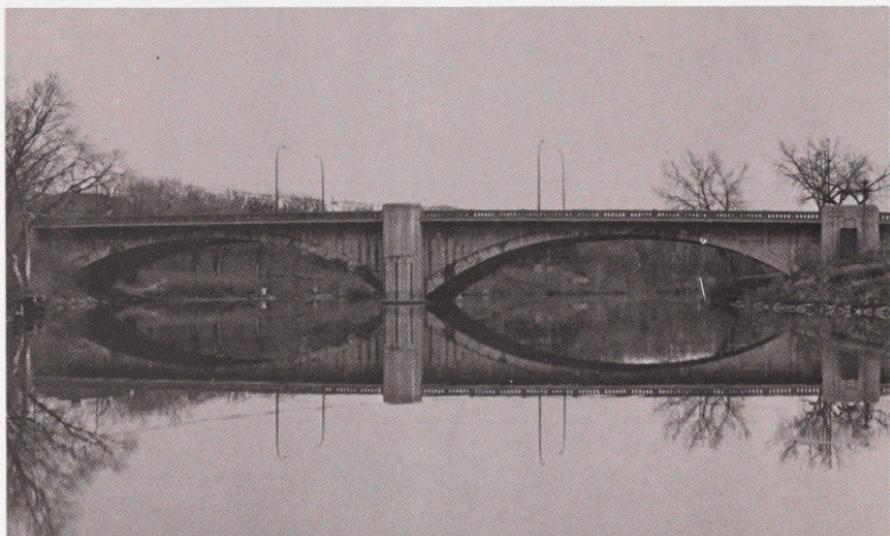
Hospital and Canada Packers and was a milkman for Silverwood Dairies for many years. Due to an unfortunate accident in 1960, he was obliged to leave the dairy business and decided to take up drafting (. . . in Rene's misfortune, the Streets and Traffic Department gained a dormant talent). After completing his draughting course at the old Manitoba Institute of Technology on Portage Avenue in 1962, Rene joined the staff of the Streets

and Traffic Department and has been with them ever since — much to that Department's gratification.

A long-time resident of St. Vital, Rene is married and the father of two children. Among some of his other designs which fellow employees will immediately recognize are the posters for the annual Metro Ball and the front cover of the Corporation's Metro Street Guide map.

Congratulations, Rene, on your most impressive route markers.

This is how boaters used to see the double-arch, ashes-and-earth filled Assiniboine river crossing that was the Maryland bridge from 1921 to 1969. It was the second bridge at this location, linking Maryland Street with Academy Road. A much earlier photo, and another of the very first steel truss bridge, with a huge ice-breaker centre-pier, are presented on ensuing pages.



TWIN BRIDGE

SHE was only 48 years old when they started tearing her apart and carting her away in pieces. The "old" Maryland bridge was still beautiful. But her sides were giving out and, if they gave enough, her back might break.

It was more than Metro Transportation Division could risk. Lives were at stake. Citizens, many of them native to her district, reluctantly agreed the graceful lady had to go. They knew that she would keep on working to the very end if she could, and that, before she went, the first half of her twin

successor would be ready to take up the load.

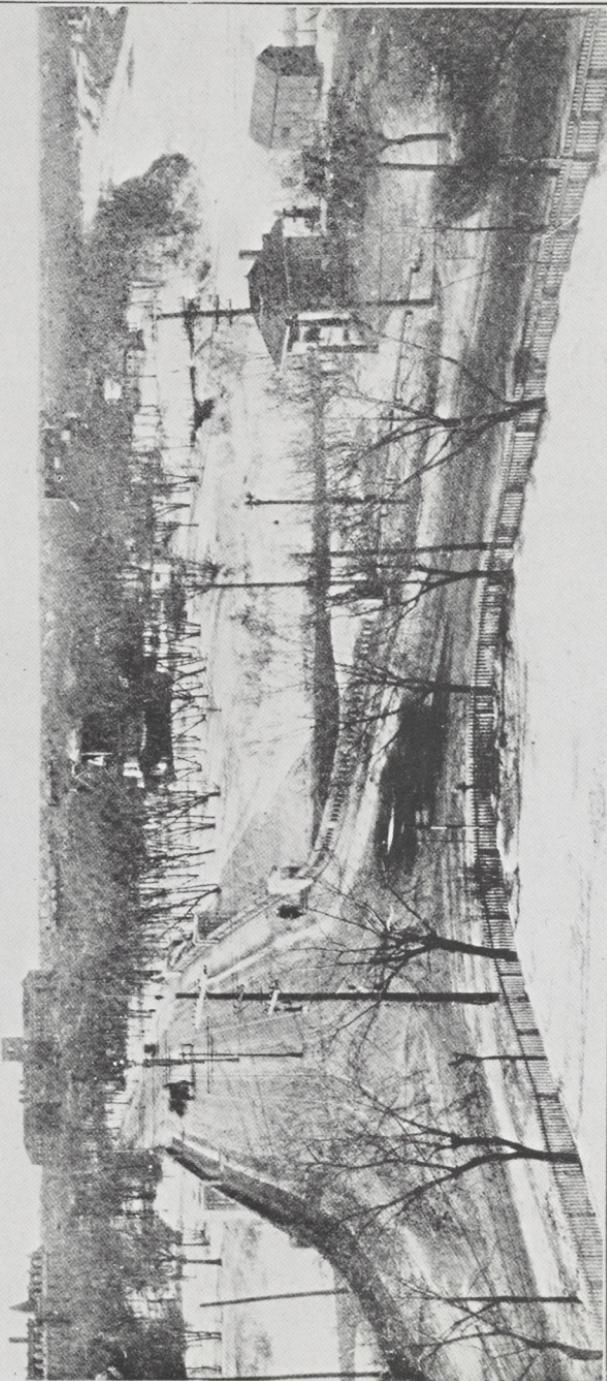
And it came to pass.

The westerly span of the new Maryland twin bridge opened for traffic November 8, 1969, seven months after the start of construction; and two days later, a Gradall excavator began smashing up the old bridge. The massive structure didn't give up easily. It took drills, dynamite and a three-ton wrecking ball to batter it to bits.

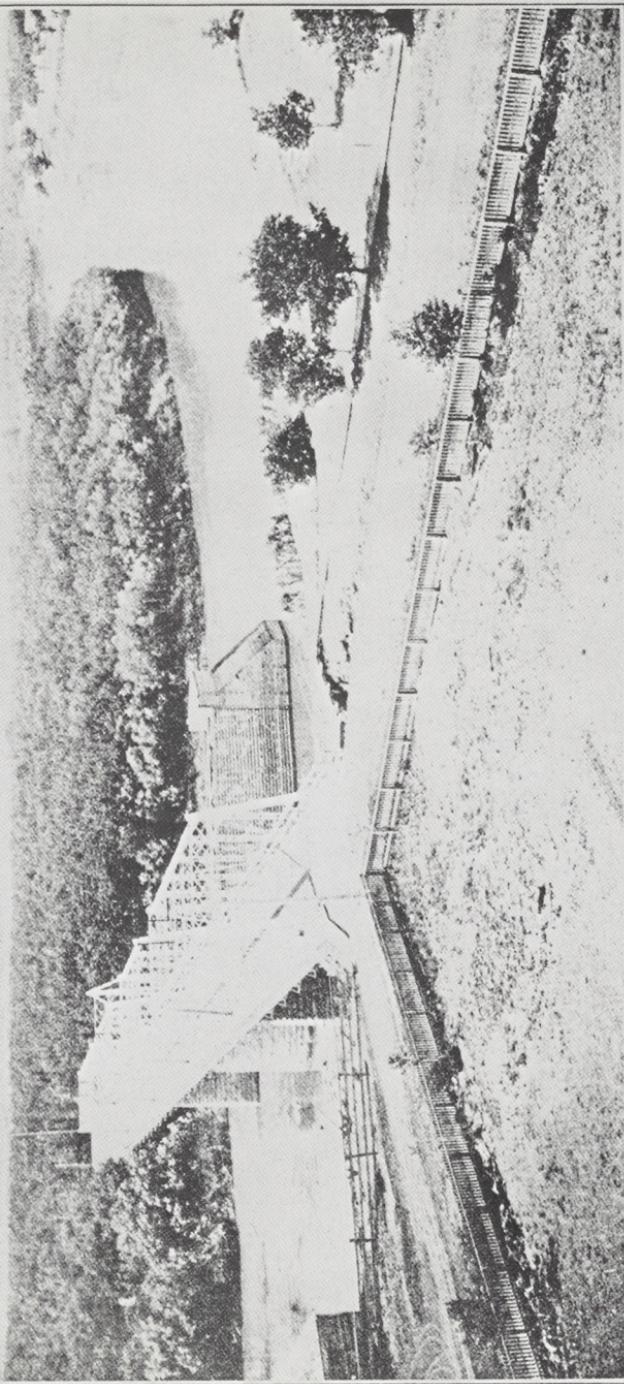
Huge trucks carried off the

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MARYLAND BRIDGE AND CRESCENTWOOD IN 1926



MARYLAND BRIDGE AND CRESCENTWOOD IN 1900

Continued from page 27

rubble; and they carried away the tons of dirt and ashes "fill" which had pressed too hard against the bridge's retaining-wall sides.

Even before demolition of the old bridge had started, abutment construction for the easterly span of the new twin bridge was underway.

Excavators produced a n o t h e r reminiscence for history-conscious residents of the Cornish-Sherbrook-Wolseley area of the Assiniboine's north bank. The diggers ran into a subterranean wall three and a half feet thick. It was the remains of the old Cornish Baths, located between the Cornish Library and a nearby flood-pumping station.

The genius of the system used for staging construction of the new twin bridge complex was that it al-

lowed continuous traffic service over the river during the whole sixteen months of construction, April 11, 1969 to August 5, 1970.

The program was this: keep using the old bridge (with traffic restrictions) while building the new Maryland-connection bridge clear of the old bridge alignment; then switch all traffic (two-way) to this new crossing while tearing down the old bridge and simultaneously building the new Sherbrook-connection bridge. It worked — just as citizens thought and engineers knew.

The new twin bridge with its one-way system (southbound from Maryland and northbound to Sherbrook) has been working like a charm. If people held the old bridge in affection, they're saying of the new one, "It's a beauty."



In this graphic shot during demolition, the two arches of the old Maryland bridge are seen in virtual cross section, along with the "spandrel" retaining-wall which had enclosed the compacted fill to support the road surface. Packed rubble was later removed from the river bed.



A thousand citizens attended twin bridge's opening August 5, 1970, sixteen months after construction started. Photo taken shortly before completion.



The Picnickers' Paradise, Assiniboine Park

A buck doesn't go far these days — does it?

*By Don Craig,
Supervisor, Metro Golf Courses*

WITH the cost of living rocketing out of sight like one of the Apollo moon shots, most families have to be on the look-out for all the bargains they can find. The cost of providing a roof over our heads, clothing on our backs, and food in our tummies keeps most of us busy and doesn't seem to leave much out of the poor old pay cheque for anything else. Even having a good

time every once in a while costs a small fortune these days. Movies, football games, the theatre centre, a night at the pub; even the symphony — everything is more expensive than it used to be. Or is it?

Remember those Sundays away back in your youth when your mother packed a huge lunch, the whole family climbed on the street car and rattled and swayed out to

"City" Park, or Kildonan Park, for the day? And you had a great time, right? Didn't cost much either. Just car fare, and the price of ice cream and soft drinks for the kids. Well that hasn't changed. Oh yes, ice cream and soft drinks cost a little more than a nickel now, but 50c can still make a kid just as sick as you used to get on a quarter.

When was the last time you went out to Assiniboine Park? Or any park for that matter? Not just to drive through in the car, but to stop; park the car; go for a swing; get up a game of softball; and afterwards have a great picnic?

The era of the family picnic in the park seems to have almost disappeared, to be replaced by the era of the backyard barbecue. But it might be fun, for "old times sake", to try a picnic again next summer. Show the youngsters how we "old timers" entertained ourselves, instead of waiting for someone else to entertain us. Although many of the things you remember about those visits to the park have disappeared, they have been replaced by more and better facilities. The old picnic shelters have given way to new, modern structures; the swings and slides are still there though, but there are also pony rides and a miniature train at Assiniboine; and a beautiful swimming pool and a wading pool at Kildonan; there are football goal posts, and baseball diamonds, and all kinds of room to set up a badminton net. If you just like to sit, how about a band concert? Or beautiful Rainbow Stage—Canada's only outdoor theatre, now complete with a roof in case of one of Winnipeg's infrequent showers.

Remember the Zoo? The monkey cages and the bear pits? (You *must* be getting old!) Well, the zoo is still there — and still free — but the

monkey cages are gone, and so are the bear pits. Now you will find a modern Gibbon House for the always-amusing monkeys, and a fine new Bear Range. There are exotic animals from all over the world, shown in beautiful, natural settings. If you haven't visited the Zoo for a few years you won't believe your eyes!

How about the Conservatory, or the English Garden? As a kid you probably weren't too interested in all those flowers and things, but now you just might enjoy it. Banana trees; date palms; Japanese Orange; and Fig trees—growing right here in frigid Winnipeg. Ver-r-r-y interesting! The original 55-year old conservatory was replaced this year by a beautiful new structure which invites you to linger and — linger.

If you are one of those physical fitness fiends, you can't beat golf for keeping fit. Metro Winnipeg has four public courses now — that's twice as many as we had just five years ago, and while they aren't exactly free, the fees are amongst the lowest in the country. John Blumberg Golf Course promises to be the finest public course in Canada.

It used to be that Winnipeggers really only knew two parks, because nobody had an automobile, and the street cars only ran to Kildonan and Assiniboine, but Metro operates about a dozen park areas now (over 2,000 acres) all around the Metro area, and each one provides, at the same low cost as before, lots of room and lots of fresh air. No mosquitoes either, even in summer! All park areas are fogged five or six times each week. Take the barbecue if you like (just be careful with your coals) or better still, use the barbecues that are provided. They're something new too.

So, it's winter? Pond-skating with

lights and music are yours. Tobogganing. Snowshoeing. Frosty fun, but REAL fun, and still easy on the pocket-book.

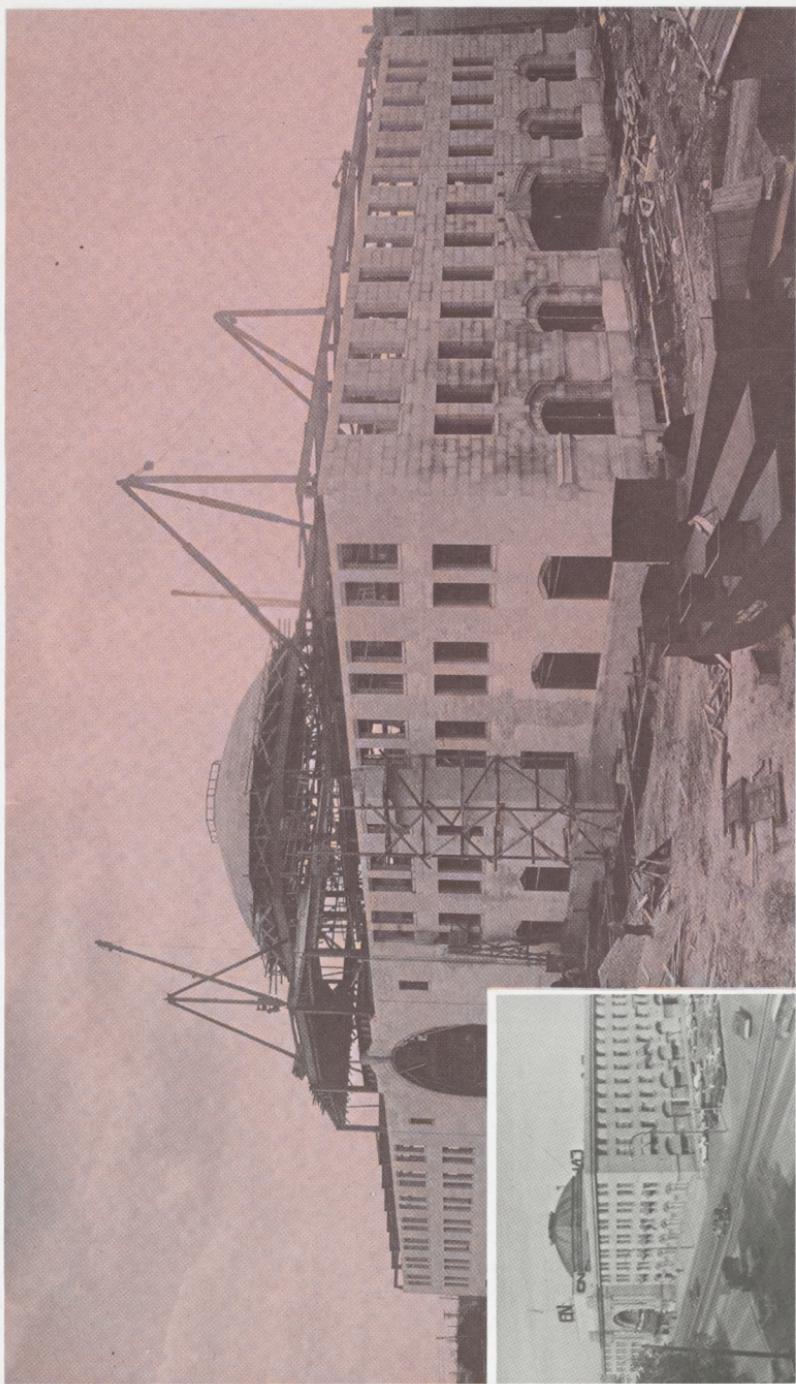
So, if you're looking for something "different" to do that won't cost a small fortune, enjoy an old-fashioned day at the park — soon.



The Children's Grove, Assiniboine Park



Saturday Snaps in Assiniboine Park



Railway stations are the very symbol of coming and going. But they themselves come—and go. Here's a Metro neighbor, called the Union Station when it was being built in 1911. Sometimes dubbed "the edifice," the CN Station as we know it (inset) will one day go—to make way for Broadway's extension eastward.



B and B (Bridge By-Products)

When you get a bridge, you get more than a bridge.

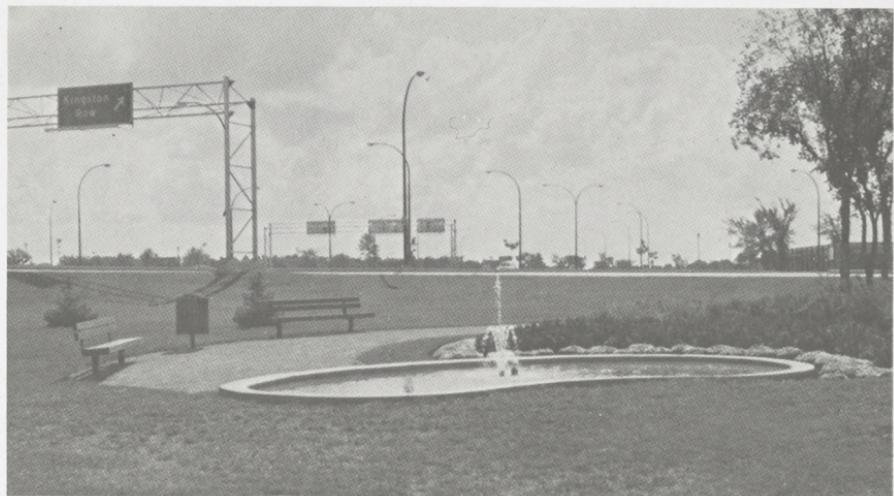
By G. A. Schoch
Landscape Architect

BRIDGES and bridge interchanges are primarily expected to improve traffic conditions. Little recognition has been given to the fact that these traffic improvement projects can also generate an extremely valuable by-product, usually described simply as "publicly-owned open space" — space which every city desperately needs in order to "breathe". We are fortunate in Greater Winnipeg that these open spaces are being developed into intensively landscaped "mini-parks", greatly improving our urban en-

vironment. Some of these have been developed mainly for pedestrian use, while the horticultural treatment of others has added greatly to the beautification of our "street-scape."

The construction of the St. James Bridge Interchange presented the first opportunity for landscape development of this nature. The project, covering a total of 15 acres, was completed in 1965. Pleasing lawn areas on gradual slopes; a wide variety of colorful annuals and woody ornamentals in effectively shaped planting areas; as well as cream-coloured limestone retaining walls in sweeping curves, are features of the area designed to appeal to passing motorists and local residents alike.

The major attractions of this development are its water features. On its southern extremity, near Academy Road, a well-treed mini-park features a kidney-shaped pond with the visual and auditory effects



Upper photo shows part of the beautification wrought at the south end of the St. Vital Bridge Interchange. Below, the pleasant mini-park vista at the south end of the St. James Bridge Interchange. Local residents find that, instead of depreciating values, bridges have enhanced their localities.



of three small fountains. Immediately north of Portage Avenue, in the north-west quadrant, a 1900 square yard lily pond with limestone-edged perimeter, has been created, and includes an extensive rock garden with a waterfall.

In the north-east quadrant, a circular water basin, 40 feet in diameter, highlights a formal garden area. The basin includes a beautiful fountain, consisting of 43 jet sprays, which becomes even more spectacular at night when floodlights bring it to life in a rainbow of colors. An automatic control adjusts the height of the sprays according to wind velocity.

When the Rt. Hon. Viscount Amory, Governor of the Hudson Bay Company visited Winnipeg from London in 1966, he expressed considerable interest in the treatment given our bridges and interchanges and requested a landscape plan of the St. James Bridge system.

The St. Vital Bridge Interchange received a similar level of landscape treatment. The 15 acre project was completed in 1966. In 1968, 10 acres surrounding the Nairn Avenue Overpass were developed as attractive parkland. This area is especially appreciated by residents of a nearby senior citizen's residence as well as by the motoring public.

A project virtually completed in 1970 was the extensive landscaping of 15.5 acres at the Pembina-Jubilee Interchange, including the planting of approximately 1,000 trees and shrubs. Also in development this year was the beautification of 2 acres on each side of the Assiniboine River at the site of the new Maryland Bridge which will provide a vista particularly welcome to the staff and patients of the nearby Misericordia Hospital.

Looking ahead even further, the replacement of the ancient Arlington Bridge will provide another major opportunity for the creation of public greenery. Present plans indicate that as much as 20 acres may become available in the midst of a densely populated area, badly in need of park space. It may even be possible to make provision for toboggan slides on the slopes.

If they compare the standard treatment given these necessary features of urban transportation in other North American cities, Winnipeg residents can consider themselves fortunate that their bridges, interchanges and street system in general, serve not only their functional purpose but also add greatly to the beauty of the city where we live and work.



"Was it while you were on the football team that you were hurt?" asked the doctor.

"No sir," replied the limping player. "It was when the football team was on me."

He: We'll just have to skip the winter vacation. The account is badly overdrawn now.

She: Why don't you smarten up and use a bank that has more money?



LAST TROLLEY BUS

by Allan Cammell

ON Friday, October 30 at 7:15 p.m. the last trolley bus to operate in Greater Winnipeg left on its final run to North Main Street. On its arrival at Metro's garage at Main Street and Carruthers Avenue, a switch was opened in Winnipeg Hydro's Mill Street substation permanently cutting off power to the trolley bus system. The event marked the close of another era in the history of public transit in the Metro Area.

Trolley bus operation in Winnipeg started thirty-two years ago on November 21, 1938 when a fleet of six of the vehicles replaced obsolete street cars on the Sargent Avenue route. It was the first trolley bus service to operate in Western Canada.

The electric buses were well received by the public and with an abundance of cheap power they were economical to operate. The fleet was steadily expanded until it

reached its peak number of 162 in the period from 1956 to 1959.

The last 28 were purchased second hand in 1956; eighteen Pullmans from Providence, Rhode Island and ten American Car Brills from Flint, Michigan.

As electric energy rates and the cost of erecting and maintaining the trolley bus overhead wiring systems increased, the vehicles lost favour with a large number of transit operators. They did not allow the same flexibility of operation as gasoline and diesel buses, which were being improved in design and made in larger carrying capacities. The swing from trolley to gasoline or diesel powered vehicles soon brought trolley bus manufacture to an end.

Parts became difficult to get and very expensive, due to the age of the vehicles and the small demand for such parts. Transit systems began "cannibalizing" some trolleys to obtain parts to keep others operating.

Overhead trolley bus wiring is unsightly, is not acceptable to many owners of adjacent property and is not consistent with Metro's policy concerning the elimination of all overhead wiring.

The passing of the trolley bus from the local scene stirs mixed emotions. With the reputation for dependability the trolley bus has earned it is not unlikely that efforts will be made to eliminate its less desirable features and regain its popularity.



Mike Macharski, 1969 Operator of the Year, takes the wheel of coach number 1768 on "her" last run.

names in the news

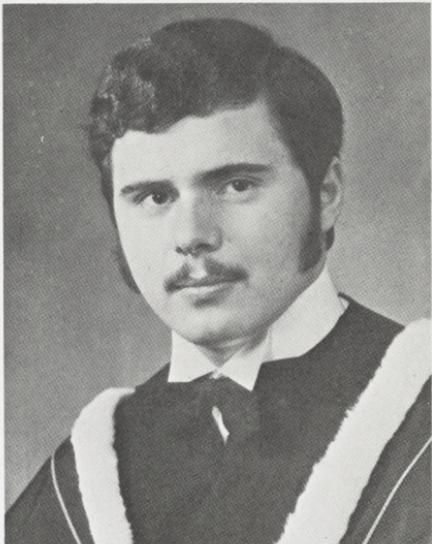


He Drove Them All

GEORGE Souter is met by Supt. of Transportation Ed. LaForme as he completes his last run on the Charleswood route, October 30, 1970.

George started with the transit system on November 5, 1928 as a conductor and motorman on the two man street cars.

He could never count his many friends in the Transit System, and countless passengers will miss him too.



Athlone Fellow

ROBERT (Bob) Andrews — son of bus driver Dan Andrews, 182 Clonard Avenue, St. Vital, was a recent winner of an Athlone Fellowship. This award pays tuition, travel costs and living allowance while attending University in Great Britain.

Bob, who attended elementary and high schools in St. Vital, is now in his final year in the Faculty of Engineering at the University of Manitoba. The fellowship will allow him to obtain his masters' degree in Electrical Engineering (two full years) at a world renowned engineering institution in England.

Optimist of the Year

STAN Stillborn is a modest man who told no one that he had been made Optimist of the Year of the St. James Optimist Club at the annual awards night, held October 19th at the Kirkfield Hotel. Stan is an Accident Investigator with the Claims Department. He is Past President of the St. James Optimist Club and Past Lieutenant-Governor of Zone 6 DMM District of the Optimist Club.

Centennial Year Curling Champs



Group "A"

The Bob Harris rink, left to right: lead Sandy Gerley, second Ken Mercer, third Dave Klym, skip Bob Harris; Borger Brothers' trophy presented by A. Borger.



Grand Aggregate

The Bill Bremner rink, left to right: second Bob Boucher, lead Dianne Kostyniuk, skip Bill Bremner. Al Reid, league president, presents the Shimnowski trophy. Missing: Bill Kullman, third.

THE final games in the Metro Employees' Curling League were completed in March, and when the smoke had cleared Bill Bremner and his rink of Bill Kullman (third), Bob Boucher (second) and Diane Kostyniuk (lead) had come out on top as winners of the Grand Aggregate.

The Bremner Rink also tied for the championship of "A" Group with Bob Harris' rink and a play off was required to settle things. Curling with Harris were Dave Klym at Third, Ken Mercer, Second, and lead Sandy Black. The play-off took almost as long as the entire schedule. The first two matches settled exactly nothing as the two rinks battled to 10-10 and 9-9 tie games. Finally, in their third attempt, the Harris rink became Metro Champions, taking the measure of the opposition with a score of 11-4.

"B" and "C" Group winners are pictured on the page following. Left to right in "B" Group: lead Rob Taylor, second Dianne Seniuk, Skip Al Reid, Art Pynoo of Gordon Motor Hotels (trophy donor), third Mike Dmytriw missing. In the "C" Group, left to right: second Ray Prieur, lead Bob Boucher, skip John Pieluck, Metro Chairman Jack Willis (trophy donor), third J. Ustashowski missing.

Photos were taken when the curlers got together at the Grain Exchange Curling Club for a windup banquet and presentation of trophies.



Group "B"



Group "C"

Pigeon Racing

Continued from page 21

Now the hens are introduced, but on some occasions with a partition between them for a day or so, or the cock might knock the tar out of his mate in his enthusiasm to drive her to nest. About 10 days after the hen has been put with the cock, the first egg should be laid; two days later the second and last egg should be laid, then 18 days of incubation and if your loft has been kept warm enough there will be youngsters.

By the way, pigeons do feed their young "milk" which is a regurgitated seed fed in a liquid form. The three prerequisites for raising good racing pigeons are cleanliness, well balanced feed and, last but by no means least, training.

When these youngsters come out of the loft and start to find their wings, they must be taught that when they are called they come inside the loft. You must pursue this training at all costs. Even when these youngsters are on the wing, they must come to the loft out of the sky,

when called. Continual disregard of the call is more than their life is worth.

As callous as it may seem, from the day the young birds are hatched you should be looking for faults; if any are found the youngster is killed. This culling is to safeguard the others and give you only strong healthy birds to fly, and helps in the establishment of a particular type which, with the passing years, will be distinctively your strain.

And, oh yes, how fast DO the homers fly? Well, a 60 m.p.h. speed limit isn't quite fast enough to let a motorized landlubber beat the better ones home from a starting-point.

In a recent performance, Jack Benny mentioned his insurance company: "I won't tell you how much I'm insured for but when I go, they go!"

* * *



THE CHRISTMAS STORY

AND it came to pass, that when they were there, her days were accomplished, that she should be delivered. And she brought forth her firstborn son, and wrapped him up in swaddling clothes, and laid him in a manger; because there was no room for them in the inn.

And there were in the same country shepherds watching, and keeping the night watches over their flock.

And behold an angel of the Lord stood by them, and the brightness of God shone round about them; and they feared with a great fear. And the angel said to them: "Fear not; for, behold, I bring you good tidings of great joy, that shall be to all the people. For, this day, is born to you a Savior, who is Christ the Lord, in the city of David. And this shall be a sign unto you. You shall find the infant wrapped in swaddling clothes, and laid in a manger." And suddenly there was with the angel a multitude of the heavenly army, praising God, and saying: "Glory to God in the highest; and on earth peace to men of good will."



POSTES CANADA POSTAGE

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WINNIPEG

